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CAIRO

CAIRO, TUESDAY, SEPTEMBER 19, 1865.

WAR EAGLE SERIES, Vol. 3, No. 126.

## EVENING TIMES. CAIRO, TUESDAY, SEPT. 19, 1865.

SPECIAL MEETING OF THE CHAMBER OF COM-

Address to the Foreign Capitalists now in this Country.

MERCE.

tion with the building of a Railroad from Cairo to Vincinnes.

## Dr. McDowell's Speech.

To-day at 1 o'clock, a large number repaired to the Chamber of Commerce, there to hear the report of the Committee appointed to draft a circular letter, addressed to the Railroad the enterprise which would connect Vincennes with Cairo by rail. Hon. W. H. Green, Chairman of the Committee, made the following re-

TO THE HON. SIR MORTON PETO, and other English Gentlemen, interested in the Allantic and Great Western Railway :

The Chamber of Commerce of the city of Cairo, on the 14th of September, appointed a committee, composed of the undersigned, with instructions to present to you certain considerations, which might induce you to proceed without delay to the construction of a broadgauge railway from Vincennes to Cairo.

In pursuance of such instructions, we respecifully ask your attention to a brief and condensed statement of some of the benefits to the Atlantic and Great Western Railway Company, which may confidently be expected to follow the construction of the line of road above indicated. The Committee address you without made, in a large degree, with a view of ohserving, and acquiring information about, the material wealth of the country; and especially to note all facts that may tend to the advancement of your great railroad enterprise.

The proposed Road from Vincennes to Cairo should be considered, first, as an auxiliary, a feeder to the Atlantic and Great Western Railway : secondly, as a lateral, or Southern extension of that Road.

The distance from Vincennes to Cairo, on an air-line, is 160 miles. The route of the projected road, between these points, passes through the richest part of Southern Illinois. In all the country along its line Indian corn and tobacco as we intend publishing it in full on to-morrow are extensively grown; and several of these counties produce the finest wheat raised in the West. This road will run through localities, which at present are farther from River and Railroad than any other in the State of Illinois: the farmers having no means of reaching a market except by hauling the abundant products of the rich seil in wagons drawn by oxen or horses, along rough dirt roads over distances varying from 25 to 40 miles. 1t needs nothing more than a statement of the isolation of this region to show that agriculture languishes, although the land is as rich as the alluvial soil of the valley of the Nile and the counties are as thickly populated as any in the South part of the State. The steam ear alone is now necessary to develope this region. We believe it may be stated with confidence that the construction of this Road would increase the productiveness of the country along its line at least twenty fold, and this now neglected part of the Ohio Valley would be enabled to pay its just tribute to the commerce of the world, enriching alike the producer and

This Road would run over and near some of the richest coal measures in the State, and would pass near the vast deposit of iron and lead in Hardin county, and the salt wells of Galatin and Saline. Near the line of the Road also are several mineral Springs of local celebrity for the possession of remarkable curative qualities. It passes through the best grain growing and fruit raising section of the State -much better than that lying between Centralia and Cairo-on the Illinois Central.

We forbear to elaborate our views of the many natural advantages of the region through stream. This trade is now being enhanced by which this road would pass, lest we weary you: that of the portions of Kentucky, Tennessee, we desire only to state enough to arouse your | Mississippi, Alabama and country tributary to attention to an earnest consideration of the the M. & O. R. R. and the amount of capital for distinguished persons. Then they stopped; prospect of building the road. From our now engaged in trade here, is insufficient to but now, owing to our closely connected and knowledge of the country along the line of this meet and satisfy the demands made upon it. Road we believe the way freight and travel | More is absolutely required. Additional alone would make it a paying investment.

But it is as a lateral or Southern extension the Brauch from Vincennes to Cairo acquires | ply drafts made by business men of the South its greatest significance.

Cairo, the Southern terminus of this Branch, at the confluence of 9,000 miles of river navi- invested in the establishment of such houses gation, is a city whose almost unprecedented in Cairo will return to the investors the prin- On an occasion of this kind he had a "set to" growth indicates somewhat the vastness of the | cipal increased an hundred fold. commerce that flows through it, passing from | The South being again opened to peaceful about. the North to the South and South to North. In pursuits the people thereof now require more the year 1850 the population of Cairo was 242; than ever before, labor-saving machines, and in 1855, 520; in 1860, 2,300; in 1865, 12,000. at present writing there is not an agricultural Its permanent prosperity and sure advancement | depot here. Advices from below inform us at an early day to a commanding commercial pos- that the people of that section are now preition among the cities of the great Western Valley paring to engage in the cultivation of a greater may now be regarded as settled. Within the area of land for the production of cereals than present century it will be the commercial cap- ever before. Experience of the past has for the oceasion. At last Houston broke the Ital of the Great West. By means of the Mo- taught them that good soil sown to grain and silence. bile and Ohio Railroad and its connections, properly cultivated will pay them better than Cairo is in direct communication with Charles- | the careless culture of cotton and tobacco, and ton, Mobile and New Orleans; and by the the implements for such work not being avail-Cairo and Fulton Radroad (partly finished) it able in the South they are compelled to seek will soon extend its connections into Southern | them North, and Cairo should be provided with Missouri and the rich and teeming valleys of them. Wachita and Red Rivers. Over 200,000 pas- We have no factories, whereas, every is the true head of navigation of the Mississippi | should be erected here without delay.

Similar causes, and in a semewhat greater THE CAIRO THAT WAS. legree, interfere with the navigation of the Ohio river, and during five months of every year heavy freight from the East, going South, must pass by rail. And by the construction of the projected line from Vincennes to Cairo, there would be uninterrupted communication at all seasons of the year, between Cincinnati and New York and the Southwest. And by the construction of this link the Atlantic & Great Western Railway would be the only continuous route Eastward. The shipper and passenger, finding himself able to travel or send freight over your line, without the vexatious delay of changing Advantages to be considered in connec- cars, would always choose that route; and thus the mighty tide of commerce and travel, already great and yearly increasing, to and from the South, would pay its tribute to the Atlantic & Great Western Railway. The broad gauge

road would be but an extension of the broad

river, which first assumes its truly natural char-

acter, as an inland sea, at Cairo; and New

ted by one continuous route, with but a single

York and New Orleans would thus be connec-

change of conveyance. It may be supposed that your connection with the confluence of the two great rivers, capitalists now in this country, in behalf of by the Illinois Central, via Odin, would be sufficient. But it is not so. The route to Cincinnati, by direct line to Vincennes, is at least 40 miles nearer than the route via Odin. And whereas, at present, the larger portion of the travel and freight bound Eastward by rail from and through Cairo, now goes by Chicago and Indianapolis, if there was a road leading directly to Vincennes, the entire freight and

> The Committee have but glanced at part of prise, if you should build the road from Vin-

company, under the corporate name of the Southern Illinois R. R. Co., organized to construct this line of road, and about half the line is graded; but it has not been able to make much reappeared, this time, however, creaprogress from want of means. This company, we doubt not, would gladly dispose of their inhesitancy or fear of intrusion, because they be- terest in the road for a very small consideration. lieve your visit to the United States has been Indeed, judging from the deep solicitude of the postmaster here. He was succeeded by B. Shan- R. Taylor, President Pacific Railroad, and completion, we feel confident that all local might be gratified by examining some of the stock would be gladly donated to any one who would complete the road.

The report was accepted, and on motion Col. S. S. Taylor was deputed to present the Address to the Capitalists in persor.

Dr. McDowell, the far famed surgeon and lecturer, being present, was called upon to make a speech, which call he responded to in one of the finest efforts we ever listened to We will not attempt to present a synopsis of it and only regret that we cannol do so to-day. but time would not permit. Those who heard it will be pleased to read it, and to those who did not hear it we promise a rich intellectual treat to-morrow.

## FUTURE OF CAIRO. A WORD TO CAPITALISTS

In this article we desire to present a few items for the consideration of capitalists. Our journal is extensively taken, North, South, East and West, and every number meets the eye of capitalists who are seeking for avenues through which they can advantageously invest their money, and extend their business in-

Yesterday we presented arguments, illustrated by a diagram, (which diagram will be found on the first page to-day) showing the natural position of Cairo and its commercial relation to the South, contiguous and remote, demonstrating that no place on God's green earth presented equal inducements to capitalists for investment. Chance no more enters into calculation in such investment than does tangible substance with invisible vapor. As did earth when first formed invite humanity to develop it, so does Cairo now present inducements for monied men to settle down in and develop the resources which constantly flow into and

At present the great bulk of the Tennessee River trade flows into the Cairo market as naturally as does the current of rivers run down wholesale houses are imperatively demanded. Full stocks of dry goods, groceries and notions of your great broad guage thoroughfare that should be here in boundless quantities to supand Southwest upon us, and as certain as are the laws of nature, so positive is it that money ington. He usually employed his time in fish-

sengers, going North and South by rail annu- branch of manufacturing should be represented ally, pass through Cairo, and the amount of here. Cotton and woolen factories, paper and by no means, enough rods in pickle." freight is vast in proportion to the travel. It rolling mills, tobacco warehouses, &c., all

River. Every year that River between Cairo One of the principal wholesale dealers of and St. Louis is blocked up with ice for Cairo has authorized us to make the following Your name is Sam Dawson, and you live it from one to three months: and during proposition: If any one will bring to this city Texas, and like everybody else you stole a hoss from three to six months of every such a stock of goods as the necessities of the and had to go there; and now you are puttin' year, in consequence of low water, transporta | place demand he will immediately erect two on a big shine, you old thief, and callin' yourtion, except in very small boats, is impossible. "levee stores," which will be a credit to the self Samuel Houston." Saying which this very It is then true that freight and passengers, city. This is a practical evidence of the spirit amiable young creature gave a sudden burch leaving New York for the South by rail, du- of Cairoites. They recognize the want of cap- and pulled the Honorable gentleman's rod from ring the low water season or in midwinter, can Atal, and are ready to do all that in them lies his hands into the river.

Dips into Old Cairo Life.

THE PLACE, THE PEOPLE, OC-CURRENCES AND PASTIMES.

BY MOSE HARRELL.

NUMBER X.

It is a work of sad and melancholy interest ransack the memory for the names and call ng of those who, eighteen or twenty years ago, formed the business and professional men

They were few then, not more than forty or fifty, but where are they now? The few live, ten of them, yet among us-but the many are sleeping the great sleep, and some of them in graves "we know not of."

Of the larger list we recall the following, (long since with their fathers), who, could they be called from their slumbers, would see in the thriving city and busy thousands now here, more than a fulfillment of their sanguine predictions as to the future of Cairo: Stephen H. Candee. Oliver S. Sayre,

Henry Simmous, A. J. Jeffords, James Berry, Jno. W. Work, Wm. Wilson. Damel Morgan, David McGilvery, Abram Wright, Lewis M. Young.

In the winter of 1849 the Asiatic Cholera visited Cairo, and carried off several of its citizens. The writer was then domiciled on a travel Eastward, except in special cases, would wharf-boat at the landing, around which were gathered a number of family and business boats. Even now memory brings back the piercing the many reasons why it would add much to and agonizing groans from among the inmates the greatness of your truly Continental Enter- of these boats, as night after night they prayed for that relief which never came to them. After a few weeks' stay the dread epidemic dis-We will only add further that a railroad appeared, its disappearance causing a measure of joy and gratitude only equalled the terrible dread of its approach. One year afterwards the same scourge

ting more alarm than havoe. The next year

it was forestalled by the small-pox.

Up to the year 1347 Col. Walter Falls was quarterly returns of these gentlemen, particularly as the Cairo post-office now, in point of labor performed, is the fourth or fifth in the Union. The monthly compensation of the office twenty years ago did not exceed four or five dollars; and I recollect seeing a balancesheet, where the compensation for a Quarter. or three months, was only \$3 37.

Add. H. Sanders brought a printing press and materials to Cairo, and in the spring of the year 1848 published the first number of a good sized, handsome and ably filled weekly paper called the Cairo Delta. The project of starting a paper in such a place as Cairo then was, seemed so desperate, and the ability displayed in its columns was so marked, that the Delta became a favorite and was sought after every where. And the office of the paper was the institution of the city. The heart of the editor weighed about 75 lbs., and the editor, heart, No. 2 boots and all, only weighed 98 lbs-or about the same as anybody's little wife. In everything but size he was what Ed. Trover would denominate "hugeous." A fellow of infinite jest, no visitor (and they were hundreds weekly, ranging in character from ex-presidents and English lords down to Mexican Greasers and American gentlemen of African efflu via)-left his sanctum without a grin upon his features or feeling refreshed generally. Eve rybody knew him, and his latch string was on

His advocacy of the claims of Cairo upon public attention, as an advantageous site for a commercial city, and his espousal of what was then known as State Policy, were earnest and able, persistent I know, and effective I believe. He left here in November 1849, after a stay of eighteen months, and went to Evansville, Ind., being drawn there by a "bonus" from the leading eitizens, which, to a young man like him, with little experience in newspaper life, was really a very flattering testimonial. He assumed there the preprietorship and editorial control of the Evansville Daily Journal, and soon rendered it one of the leading papers of

There is one copy of the old Cairo Delta vet in existence. Would it not be a treasure for the reading rooms of our Library Association? Speaking of the character of the visitors at the Deltz office, brings to mind the fact that Cairo then, more than now, was the stopping point nicely adjusted facilities for traveling, they pass through without stopping, and almost without our knowledge of their distinguished pres-

Old Sam Houston, of Texas, used to make it point to stop at Caire, sometimes for three and four days, on his way to and from Washing from the stern guards of the wharf-boat. with a Cairo vouth which will bear telling

The youth, like himself, was fishing, Houston on the wharf-boat and the boy on a wood-boat moored just below. At the interesting juncture of "a bite" at the boy's bait, Houston threw out his line which became hopelessly entangled with that of the boy. There was a pause. Neither seemed to have a word fitted

Sonny, go elsewhere and fish, and then we'll avoid, 'these entangling alliances.' ' "You be blasted, old short coat," retorted the bud of promise, "go elsewhere yourself

"I apprehend you are a very saucy boy," returned the Senator, "for whom there are.

"Now look here old Skeezicks," cried the boy, fully agitated, "I don't want to quarrel with you, nor nobody like you, for I know you

to," and he did it in a style decidedly characteristic. Concluding the story he said, " I have met men in debate at the bar, upon the stump and upon the floors of Congress, but never was I so completely discomfited. The boy had decidedly the better of me, and from his very looks I determined that when he said 'I stole a hoss,' in his heart of hearts he be-

(TO BE CONTINUED.)

## ST. LOUIS

Laclede Races-Reception of Gen. Grant The associate guests—Banquet to the European Capitalists—Levee—Legal Argument—Business—Opening of the Pacific Railroad to Kansas City—Cairo & St. Louis Railroad.

orrespondence of the Cairo Times.

St. Louis, Sept. 17, 1865. The past week has been one of more than isual excitement. On Monday the Laclede races commenced and continued throughout the week. On Wednesday at 3 o'clock p. m. Lieut. Gen. Grant, accompanied by his staff officers, Col. O. E. Babcock, Aid de Camp, and Brevet Col. Adam Budeau, Military Secretary, accompanied by Maj. Gen. John A. Logan, Major Gen. Elias S. Dennis, Adjutant Gen. Haynie, Col. Schaffer, of Illinois, with J. M. Douglas, President L. C. R. R., Col. Wm R. Arthur, Superintendent of I. C. R. R. Chas. L. Wilson, late Secretary of Legation to London, and now editor Chicago Journal, Irving, correspondent Chicago Times, Geo. W. Phillips, Chicago Republican, and Sam'l Medill, of the Chicago Tribune, arrived at East St. Louis and were received by his Honor Mayor Thomas and the Hon. Chas. D. Drake. t was intended to have given them a public eception, but Gen. Grant declined it, and on their arrival they were escorted quietly to the Lindell Hotel. In the evening he attended the Banquet given to the railroad capitalists from abroad at the Southern Hotel. The Hon. L. M. Kennett presided, and on his right was Sir Morton Peto, Baronet, M. P., and Gen. Grant; on his left was the .Hon. A. Kinkaid, M. P. and Gen. Sherman. The music and banquet were of the highest order. Speeches were made by Messrs. Kennet, Judge Treat, Gen. Sherman. After Gen. Grant had declined Sir Morton Peto, M. P., Hon, A. Kinkaid, Geo.

On Friday afternoon Lieut. Gen. Grant held an informal levce at Lafavette Park, he having declined a banquet. At 3 o'clock he arrived. accompanied by Gen. Sherman, Mayor Thomas and the representatives of the press from Chicago, New York, Cincinnati, Toledo, and the press of St. Louis. On his arrival, Capt. Boehm's Post Band struck up "See, the conquering hero comes !" The Park was fully decorated with flags and pictures of Lincoln, Grant and Sherman. It is estimated that on his arrival 25,000 people were present, and before he left at 6 o'clock at least 50,000 had visited Lafavette Park.

The audience were about equally divided in onoring the two Generals-one as the hero of Donelson, Vicksburg and Richmond-the other as the greatest raider of the age, and one who brought the rebellion to a close by marchng from Atlanta to the sea coast.

One of the most important arguments is now being had at the Criminal Court, for the county of St. Louis, before Judge Wilson Primm, who some time since issued an order that no lawyer who had not taken the oath prescribed by the new Constitution, should practice before that Court. The motion was made by R. S. Mackdonald that the Judge vacate his order. motion has been argued by Col. Davis, Garescke, Gnatt, Broadhead, Glover, and others in favor of it, and by the Hon. C. D. Drake, Col. Jos. W. Bell and B. T. Jewett, Esqs., sustaining the order. The Court meets every afternoon to hear the arguments and the Judge proposes to sit during the week, as he has the last in order, that ail may have an opportunity to speak, pro. and con. Those who have addressed the court are the leading members of the St. Louis Bar. It is a case that creates a great interest among the mem bers of the Bar. Judge Primm opposed and voted against the new constitution, but he believes it to be his duty to carry out the provisions thereof, as far as they apply to his judicial duty. The argument of Col. Beli, on Saturday, was one of great ability, in which he advocated the position that no one, who refused to take the oath, should practice. He assumed people has passed upon the constitution, and until it was annulled by the Supreme Court at Washington, who were the judges of the con-

stitution, we were bound to respect it Business of all kinds is very brisk. nerchants are all doing a heavy fall trade. The Pacific Railroad will be finished to Kansas City during the week. The Survey for the Cairo Holbrook, of Bellville, through Sparta, Illinois, and he will then survey another route by the way of Chester. St. Louis does not appear to take the interest in the building of this road which she should, as it will be a great benefit

in the way of trade. CAIRO AND ST. LOUIS R. R .- We see by the named Road is now being made by H. Hol- vice. brook Esq., of Belleville, and Sharon Tyndale, Secretary of State. Mr Holbrook says that the heavest grade from East St. Louis to Sparta, up the Mississippi bluff, is thirty-four feet to the mile; the next heaviest at Kaskaskia River, which is thirty-two feet, and the average is twenty-five feet. Considerable rivalry exists between Sparta and Chester as to which place the road shall run thrugh, and both towns are making lively bids therefor. Chester is on the river and Sparta is an inland town. The Journal says: "the road will be built with- National Ranks last week was \$3,421,250, out doubt, and the route will be where it can making the grand total of \$183,402,870 now be built best and cheapest."

JOE BELL,-The Joe W. Bell, of whom our St. Louis correspondent "K" speaks, was fora gentleman by nature and education

GEN. FORREST .. - This notorious general is running a saw mill in Coahoma county, Miss.

GEN. PRICE. - The son of General Price informs the St. Louis Press that his father is in

UCTION SALES.

DYAS T. PARKER, No. 105 COMMERCIAL AVENUE, he only regularly licensed

Auction and Commission Merchant Regular sales Wednesday and Saturday at 9 A. M.

Our Outdoor sales attended to promptly. TO TO THE TIMES OFFICE or Job Printing, if you wish to get it only find certain passage by way of Cairo. to induce it to centre here. Will it come? I subsequently heard Houston detail the "set cheap and neat.



Reported expressly for the Evening Times.

Juarez Coming to this Country.

REGIMENTS TO BE DIS-CHARGED.

Revenue Receipts.

ADDITIONAL PARDONS.

Counterfeit Coupon Notes.

NEW YORK, Sept. 19 .- An El Paso correspondent of the Philadelphia Enquirer gives currency to a report that Juarez designs abandoning his country for the present, and coming on to this city, where he will join his wife and family, who have been for some time residing here. Before leaving Chihuahua he issued a protest against the Imperial occupation of Mexico, asserting his legitimate claims to the Chief Magistracy of the country.

It is said that in his document Juarez an nounces himself a full-blooded Indian and a lineal descendant of the Montezumas.

The Tribune's Washington special says, among other organizations, the following regiments have been ordered discharged immediately: 14th, 15th and 32d Illinois infantry; 52d Indiana infantry, 3d Indiana eavalry, 28th Iowa nfantry, 2d Iowa cavalry, 10th Kansas inf'ty, 11th Kansas cavalry, 5th Minnesota infantry, 58th, 72d, 184th, 196th and 7th independent company Ohio sharpshooters, 26th Ohio battery, 8th and 10th Wisconsin infantry, The 12th and 13th Indiana cavalry have also been ordered to be consolidated, to be called the 3d.

The Times special says that upon the suggestion of corruption among the paymnsters in the Department of Missouri, the Government recently sent an Inspector to that Department to investigate the facts.

The Inspector returned last Saturday, havin custody Paymaster Holt, who was arrested upon various charges of corruption and fraud. The Inspector represented that matters in the Paymaster's Department of Missouri are generally conducted in a criminally base manner, and that he discovered that seven or eight paymasters were absent without leave. and that they were in the habit of charging ex-

A general overhauling of the affairs of that

treme fees for making up statements for sol-

Department will immediately take place. There has been for a long time in the Treasury Department a rule that no person other than those employed in the Government Bank Printing Department, shall be permitted to visit the rooms where the greenbacks are prepared, unless upon special order from the Secretary. Ozcasionally the Secretary has given permits to visit these rooms, and it is now discovered that some of the persons have taken advantage of the privilege thus extended, and have made themselves familiar with the intricate machinery of the establishment, thereby enabling the a to counterfeit the national cur-

Secretary McCulioch has now been directed that no person other than an employee of the the same position of Judge Primm, that the Printing Department shall, under any pretence, be permitted to enter the rooms above men-

Revenue, from the first day of last July, up to and inclusive of the 20th day, amount to the andsome sum of \$80,497,502 41. This far St. Louis Railroad is being made by Henry exceeds the expectations of Commissioner Orten, and in fact, is a much greater sum than the most sanguine of Government officials have

The receipts to-day amount to \$181,749,691. Lieut, Col. J. H. Taggart, Acting Adjutant General at the Freedmen's Bureau, has been relieved from duty at his own request, and will Springfield Journal that the survey of the above tender his resignation, and retire from the ser-

> the New York Volunteer Engineer Regiments, will succeed Lieut, Col. Taggart. The War Department has decided that officers tendering their resignations are entitled to

Lieut, Col. Max. Woodhall, late of one of

the three months' pay proper-the same as allowed to those who are mustered out. The order to muster out the 56th New York Infantry has been revoked.

The Herald's special says the amount of notes issued from the Treasury to

Over one hundred pardons were granted to Southern men to-day by the President, a plurality of which were to Alabamians, and a merly Col. of the 13th Illinois cavalry, and one majority to Alabamians and Virginans. But of the best soldiers, and ablest lawyers in the two or three persons of note are among the West. He is a Tennesseean by birth and number, and those of the negative rather than CONFECTIONERY positive class of men. The crowd of female applicants was not diminished by the unfavor. able state of the weather, and the ante-rooms were as substantially crammed and jammed by males as ever before.

Has just received a large and extensive assortment of Fruits, Nats, Oranges, Raisins, Fine French Candles, etc., etc., equalied by no establishment this side of St.

A careful scrutiny of the new counterfeit one hundred dollar couponned interest note by all the experts at the Treasury Department has convinced them that the note was printed from the original dies, which were engraved outside of the Treasury Department at the commencement of greenback manufacture. By the terms of the contract with the first engravers of greenback plates, the dies were to be given up to the Department when it choose to take the manufacture of currency into into its own hands. Secretarys Chase and

the accession of Mr. McCulloch to the Secrearyship the engravers made a demand upon im for payment, alleging that they had delivered all the stock. This allegation was denied in a counter report from the Printing Bureau, although, by some chicanery, the report never Great Natural Gateway ell under the eye of the Secretary, and all ransaction between outside engravers and the Treasury Department were closed and settled by the payment of the claim.

The back of the new counterfeit note is made on the back of a 5 per cent, interest note of the same denomination; the seroll and lathe work is alike, with the exception of the central portion, where the interest is computed, the lettering of the computation is counterfeited. The balance of the back, it is believed, has been printed from the missing portions of the stock which has somehow come into the possession of the former. This opinion is shared by all experts in the Traesury, save one, who thinks the spurious plate may have been obtained by the Appleton process of transferring. At all events the one hundred dollar compound interest counterfeit is a dangerous one, being as good looking, in most parts, as those of our Uncle's own make.

TO-DAY'S ADVERTISEMENTS

WESTERN PALACE.

M. D. PICARD & CO.. 65 OHIO LEVEE,

Next door to First National Bank,

Have just received and open for display a very large va-American, French and English

The most beautiful patterns of Dress Goods

PRINTS.

To which, as to the almost engless style of

LADIES' CLOAKS & SHAWLS. We would invite the attention of the public. We call particular attention to our well selected stock of French Embroideries, Jaconet and Swiss Flouncing, Edging and

Ladies', Misses' and Children's Cairo's River and Railroad SHOES

Is unsurpassed in quality and style and good fitting.
Our assortment is too numerous to mention. We deem Our assortment is too numerous to mention. We deem
it no trouble to show goods. Please call and sec.

M. D. PICARD & CO.

DISSOLUTION.—THE CO-PARTnership heretofore existing between the indersigned as proprietors of the Empire Saloon, corner of 'wentleth and Poplar streets, is this day dissolved by mutual consent. The busin sa will bereafter be conducted by Joe W. Reynolds, who will settle all ac-

JOE W. REVNOLDS, E. S. MULLIGAN. Cairo, Sept. 18, 1845,-d3t

EMPIRE SALOON Cor. 20th and Poplar Streets.

The undersigned having purchased the interest of the attemption, E. S. Mulligan, in the above saloon, is now prepared to supply his customers and all who may favor in with their patronage with the

CHOICEST LIQUORS AND CIGARS.

He respectfully solicits a trial. JOE W. REYNOLDS. A LL RAIL ROUTE TO

Mabile, New Orleans, Vicksburg

MEMPHIS! Mobile, Alabama.
The Ellmois Central and Mobile & Oblo Railroad tran-

GEN. ANDERSON.

Baving been elegantly fitted up for the purpose, will run

Cairo and Columbus.

THE STATE OF

Carrying the passengers and U. S. Malis. Leaves Calco at 6 a. m. and at 6 p. m., connecting on Sunday, Tues-day and Thursday mornings, with trains for Jackson, Tenn. Brownville. Bolivar. Grand Junction Aberdeen, Co umbus Grenada

New Orleans Leaves Columbus at 8:30 p.m. and 8:30 p.m., connecting

Jackson, Miss., Mobile,

at Cairo with the Illinois Central Rallroad for Chicago, St. Louis, Cincinnati, Louisville, Washington, Balti-more, Phili delptda, New York, Boston, and all points North, West and East. For all information, apply at Office of Transit Com-pany, St. Charles Hotel. CHARLES LATIMER, pany, St. Charles Hotel, Sup't of Transit Co.

I OUIS DEVOTO'S

FRUIT STORE, Corner of Sixth street and Obio Levee, Louis or Chicago. In connection with the confectionery

Ice Cream Saloon,

Where all the delicacies of the season are served up.
He has also opened an extensive branch of his business at Mound City, under Hunt's Hall on Main street, ear the depot. Give him a call, dec22-dtf

M. LOW, REAL ESTATE buying or selling real estate, paying taxes, furnishing abstracts of title, the collection of debts, etc. Terms modernic. Refers to Maj. Gen. John A. Logan, Gov. R. J. Oglesby, Gen. 1 N. Haynic. Carbondate—Isane J. Oglesby, Gen. i N. Haynie, Carbondaie—Isane Clements, Atr'y at Law, Frank J. Chapman, Campbell Fessenden each made demands for the piate during their terms of office, but neither succeeded in getting hold of all the stocks and consequently did not pay for the plates. Upon

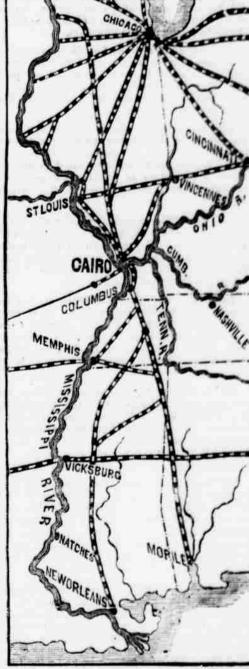
Capt. F. Evans, New York City—John Lowe.

Capt. F. Evans, New York City—John Lowe.

RATES OF ADVERTISING IN DAILY.

The Commercial Position of Cairo.

Between the North and East and southwest.



Communications.

To-day we present a map or diagram, showing the position which Cairo occupies on the Mississippi and Ohio Rivers, and clearly indicating its position as a Railroad centre, present and prospective. Of course we do not wish to represent all the Roads on the diagram as ampleted, but believe we centure nothing by asserting that within two years they will be built, thus forming a net-work of Ralfronds

When the Mississipple is at its lowest stages, boats of the heaviest tonners and greatest draught, can always read this city. So, too. in the winter season. Jack Front has never beer, able to construct a bridge accountly river at this point, sufficient to impede navigation to

and from the lower river. It is a well established fact, conceded by all steamboatmen, that no section of the Mississippi is so difficult to navigate in low water, or in the winter season, as that stretching be. tween this city and St. Louis, thus peremptorily demanding the speedy construction of the Cairo and St. Louis railroad. Nor is this all. The railroad companies east of St. Louis are so desirous that such road be built, that if Cairo and the people on the line of the proposed road do not construct it they will. But the people of this city and those living in the country through which the "Cairo and St. Louis Railroad" is preposed to run, are not only desirous that it should be built, but have evidenced their determination that it shall be built, and their ability to build it. It is now being, or has been, surveyed, and but little remains to be done ere the work will be commen al.

The "Cairo and Vinceunes Radroad" is auother enterprise which is now being arithted and which will soon be realized. The "Ohio and Mississippi Mailroad Co." want an outlet. to enable them to communicate more readily with the lower Massissippi. A branch from their road, running from Vincennes to this city. will supply the want. The distance will be short, the country through which it will run is quite even and inviting, and the expense attending its construction but very light compared to the advantages which would accrue to the Railroad Company named, the people living on the proposed route and our citizens, to that we feel assured that its construction, within a short period, is a fixed fact,

The "Mobile and Ohio Railroad" is now in running order from Mobile to Columbus. The terms of the Charter authorizing its construction requires that its Northern terminus shall be at a point opposite Cniro, and the provisions of the Charter will be complied with at an early day. At present we have a semi-daily packet running to Columbus in connection with that Road, and Cairo now is, practically the Northern terminus of the "Mobile and Ohio Rail road." Before the war effected the equiligum of Commerce and divided the people of the South from us. Cairo was the mart to which the planters and monied men of the section of country through which the M. & O. R. R. gun and those to whom the Road was tributary, came to supply their necessities, and exchange their staples for produce or money through our siness or commission men for goods by those of Alabama and the States lying between. On Friday last we noticed one of our honor merchants filling a large order for a Mobile firm and other have informed us that they too have shipped goods vin the M. & O. R. R. to Mobile and other points. At present Cairo is but forty-eight hours distant from Mobile. In a few days, when the road is better ballasted the time will be reduced to thirty or thirty-six hours. Argument is not needed to demonstrate the fact that Cairo is the natural feeder to this Road and presents to the planters along its line, and the commercial men of the cities. towns, and villages through which it runs overshadowing inducements to establish it as

The "New Orleans, Jackson & Great North era R. R." commencing at New Orleans, taps the M. & O. R. R. at Jackson, Tennessee, thus making t e latter named Road a medium Agent, Carbondale, Ill., will attend to through which all the staples and wealth of the richest section of the South can be conveyed

> By ref tonce to the dingram, which we present to-day, h will be verily seen that no freight or passengers can eame from the South either by the Radrond or by River and reach the North without passing through Caire which stands as a gateway between the Northeast and Southwest.